



S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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THE SOUTH AUSTRALIAN SOCIETY OF

MODEL & EXPERIMENTAL ENGINEERS INC

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MESSAGE FROM THE PRESIDENT

On behalf of the Executive Committee may I extend to all members and their families, a joyous and safe christmas with best wishes for the new year ahead, and may we all strive to make it just a little better.

CLUB JOTTINGS

BY SMOKEY

WINTER RUNNING : AUGUST 2004

With spring just around the corner the weather on PFD Saturday 21st August was a promise of just what to expect. Brilliant sunshine and a pleasant 19 degrees was a recipe for a perfect day reflected by and excellent takings on the gate by Jack Davey.

Due to circumstances the day was unique in that the complete locomotive power consisted of 5" gauge only. Five 5" g trains ran on the 5" track and two 5" g trains ran on the 7 1/4"/5" g dual track. The reason for this was that the only 7 1/4" g loco to turn up was Barry Dunstan's "Dolgoch", due to haul 3 cars and the brake van. However the loco failed before entering traffic. The cause was a broken wate gauge glass. In order to cope with the crowd two drivers were asked to run on the dual gage track, thus splitting patrons between two stations. This worked very well.

The canteen, which was busy, was staffed by Marg Lewis, Jean Clark and Jill Davey. Margaret was pleased with her new toy --- a new cash register which is far less cumbersome than the old one. The steam house had a compliment of four, namely, Bob Scanlon, Colin Cook, Ralph Ollerenshaw and John Weidenhofer. An interesting working display was Bob's 1" scale

portable "overtime" steam plant. On display also was a 12 inch sample of a "lap joint" taken from our old vertical boiler when it was cut up several months ago. It looked in surprisingly good condition considering the age of nearly 70 years. Also noted working was an additional model steam engine set up behind where the old vertical boiler was. Tooting of the steam whistle every now and then reminds patrons that there is something to be seen in this area.

The pond, as usual was host to an array of craft operated by Norm Kernick, Dean Deguisto and Bill Weste culminating by Norm's hydroplane demonstration at 3pm.

Jeanette Francis was able to bring Bert along for a short while to say hello to his friends at the club. Bert is due to have heart surgery in three to four weeks time and members wished him all the best

SASMEE PARK STATION 5"6

Station attendants Graham Richards and Simon Lindsay dispatched the following trains:-

2-8-0	Nigel Gresley #457	Rodney Harris.
2-8-0	Nigel Gresley #456	Brian Homann.
4-6-0	3 Cyl. Freelance	Glen Templeman.
2-8-0	Buffalo #8307	Brad Cottle.
-----	Steeplecab Electric	Ian Clark.

MILLSWOOD STATION 5"6

Station attendants Allan Brabham and Alex Mitropoulos had lots of spare time in only dispatching 2 trains"-

0-6-0+0-6-0	Kitson Meyer	Graeme Driscoll.
NSW "420" Class	D/E	Malcolm Ambler.

NEW MEMBERS

SASMEE extends a warm welcome to the following new member.

Jane Monte	Junior Member	Elected 9/11/04
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S. A. R. SIGNAL

The upper quadrant electrical signal, which was brought into

service with trains departing Millswood Station, needed a coat of bitumous paint on the upper 15 feet or so to complete the job. However, because of the precarious position one has to stand in when on the uppermost platform, this job has been considered a hard task.--- till now. On wednesday 25th August Graham Richards [the Moomba Man] said "no sweat, I`ll get up and paint the pole and signal arms". This he did with no fuss, however he ended up covered in black spots! The signal now looks resplendant. Many thanks to Graham. See photo in this issue.

EXTRA SIDING

Speaking of "Grahams" [phonetically] Graeme Driscoll has manufactured a L.H. turnout to be positioned under the pedestrian overpass, near Millswood Station, thus allowing an extra siding for rolling stock pending entering traffic on public field days. Graeme no sooner says he is going to do something and its done. Quickness of the hand deceives the eye --- so they say. Many thanks also to Graeme. See photo in this issue.

BRIDGEWORK

Being in excess of 25 years old the 7 1/4" track on the girder bridge required some recent attention. A 10 foot section of track had to be packed, up to 3/16" on the SASMEE park station side to regain level. Although undulations such as this are not uncommon we always endeavour to keep on top of things.

SPRING RUNNING SEPT.2004

Well spring has sprung, so the saying goes and the PFD on Sunday 5th September was just that, what with lush green lawns interdispersed with six birthday parties, a sunny 17 degrees, eight operating trains and lots of fathers opting to bring the family to our place on father`s day, just what more could we ask?!.
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The canteen was well staffed with Marg Lewis, Jean and Sue Clark, Jill Davey, Kristine Templeman and Anthea Redway all helping out.

The steam house had a full compliment with Bob Scanlon, Colin Cook, Ralph Ollerenshaw and John Weidenhofer in attendance. As regular as clockwork Norm Kernick operated his hydroplane at 3pm. Also helping out on the day were Dean Deguisto, Bob Smith and Mary and Gerry Turner.

Safety officer of the day was Ian Clark.

SASMEE PARK STATION

Station attendants Brian Greenslade and Phil Waugh dispatched the following trains. Brian [from Railway Park] was visiting, however we made good use of his talents.

4-6-4 [3 1/2"g]	SAR tank loco	David Naeser.
2-8-0	Nigel Gresley #456	Brian Homann.
2-8-0	Nigel Gresley #457	Rodney Harris.
0-6-0+0-6-0	Kitson Meyer	Graeme Driscoll.
-----	Steeplecab Electric	John Lewis.

And interesting and efficient loco having its first public run at SASMEE was the South African Railways "F" class, operated by owner David Naeser. This 3 1/2"g loco is quite lengthy and runs like a dream. Hope it becomes a regular.

MILLSWOOD STATION

Station attendants Bob Nash and John Daly dispatched the following trains:-

0-6-0	Koppel	Glen Templeman.
0-4-0	Dolgoch #2	Barry Dunstan.
0-4-0	Jens #1938	Bill Coles.

Len Redway turned up with "Jinty" after having solved the erratic running problem. It turned out that one of the slide valves had shifted out of position on the valve spindle, however he had axle pump problems and spent most of the afternoon shunting in the carriage sidings.

John Daly brought his newly aquired 0-4-2 SAR "V" class along and notched up more time prior to opening in order to gain his

competency certificate.

GOVERNMENT REGISTRATION

One of the appointed engineers to carry out the necessary assessments annually, is Mr Alan Whittle who once again looked at our track, fixtures and rolling stock on Wednesday, 22nd September and passed everything as OK. He commented favourably upon the meticulous written records that are kept in order by Ian Clark.

Members are reminded that when operating on a public field day we must continue to act in a professional manner bearing in mind that safety of our patrons is paramount.

INTERSTATE MEMBER

On Monday evening, September 27th, President Barry Dunstan received a phone call from Jim Campaign who shifted to Victoria some three years ago. Jim is at a place called Moriac, some 50 Km south west of Geelong and, and an amazing other thing Jim is now a prize winning breeder of Alpacas. Both Jim and his wife Helen have had a significant improvement in health since moving from the Lefevre Penninsular in Adelaide. The western district of Adelaide is well noted for the high incidence of respiratory illnesses.

Also high on Jim's agenda is the construction of a 7 1/4"--5" gauge track in his back yard which will incorporate multi gauge points based on Ian Clark's design. He had earlier built a first class model of a 5" gauge "Marie E" and has another 5" gauge model under way, with plans to build a 7 1/4" gauge model later on.

One of Jim's disappointments in moving away was the cessation of the company of the "boys" at the Wednesday working bees, however, he looks forward to receiving the quarterly edition of the SASMEE bulletin whereby he is able to be kept informed of the happenings at the club.

Apparently he intends to purchase a caravan and do a trip back

to Adelaide, during which time he intends to pay us a visit.
W all look forward to catching up with you Jim. All the best.
See photos elsewhere in this Bulletin.

SPRING RUNNING OCTOBER 2004

The labour day long weekend in October is nearly always a lean time for motive power at SASMEE due to the exodus of members to Pt Augusta for their annual meet.

The sunday PFD on the 3rd was quite a busy day with the canteen reporting their best takings ever!

Margaret Lewis, Jean and Sue Clark and Suzanne Thomas managed to kep patrons satisfied. With only four small parties noted it was no wonder that everyone headed for the canteen for sustinence.

The steamhouse notifies all of its existance by regular blowing of the whistle. The boat pond was light on with only Norm Kernick and Dean Deguisto in attendance with Dean spending a lot of time ar the SASMEE park station.

SASMEE PARK 5"G

Station Attendants Micheal Tarry and Dean Deguisto dispatched the following locos:-

Steeplecab Electric

NSW 433 class D/E

SAR 930 CLASS D/E

Jack & Junior shunters

Ian Clark

Malcolm Ambler

David Hawkins

John Monte

N.B. A rare occasion when no steam locos operated on the 5"g cicuit.

MILLSWOOD 7 1/4"g

Station attendants Alan Brabham and Alex Mitropoulos with Bob Nash dispatched the following trains:-

0-4-0 Dolgoch #2

4-6-2 Pacific 8443

0-6-0 Jinty

0-4-2 SAR "V" class #9

4-6-0 WAGR "B" class [FTR]

Barry Dunstan.

David James.

Len Redway.

Ian Thomas.

Les Smith.

As can be seen, enough locos turned up to handle the traffic.

Unforetunately Les Smith's electrical startup equipment burnt out which in turn fused the 7 1/4" g signals. Ian Clark soon fixed the problem, however Les failed to run as he could not raise steam.

Trainee driver John Daly turned up with his SAR "V" class and for the third PFD spent quite some time prior to opening time gaining experience. Later in the afternoon as the loco was still in steam Alan Brabham and Ian Thomas had the loco in service hauling passengers.

Bert and Jeanette Francis came along with Daughter Margaret and children and took advantage of having a ride.

Some four weeks after having heart by-pass surgery Bert is looking very well and no doubt looking forward to loco driving again, probably in early 2005.

AUCTION NIGHT

The annual auction was held on the September meeting and in stark contrast to last year when over 500 Dollars was raised for the club coffers, this years dismal effort only yielded \$95.60.

There was not a lot of stuff on offer and the auctioneer Jack Davey had things over and done with within about thirty minutes.

ENTERTAINMENT

The entertainment for the October meeting was courtesy of Ian Clark in the way of two videos. The first was a 60 minute documentary on the last days of steam in Poland.

Members were very surprised to learn that steam traction in the way of tender and tank engines of the 2-8-2's and 2-10-0's soldiered on well into the early 1990's before being displaced by deisel power. One reason was that the state railways were a low priority for modernisation. Many of the locos were built after the war and in spite of their age were still kept in pristine condition.

The 20 minute follow up video was a comedy starring Laurel and Hardy, in color, certainly livened the evening up.

Traditionally the November meeting is the show of work and this

year the 51 members who attended were treated to a very fine array of workmanship.

See separate report in this issue of the Bulletin.

NEW 5"G. SIDING

Following a request from several members it was decided to instal an extra storage siding commencing from under the Millswood pedestrian Bridge and continuing some 15 -- 20 feet towards the workshop. This will allow refuge for rolling stock prior to entering traffic. Thanks to Graeme Driscoll for manufacturing a single blade turnout to suit the site.

In keeping with our new policy of 1m high fencing -[workplace services requirement] an additional regulation fence was erected alongside the siding in order that patrons may safely observe any operations in this area.

TRACK DISTANCES

Member Michael Tingay has been busy placing white marker plates on sleepers showing distance each 25m. The reason for this is to give a more accurate location of a trouble spot or an area that has received some attention and requires the appropriate notation in our records book.

7 1/4"G TURNTABLE

Although this structure now revolves very freely after recent renewal of roller bearings, the roads leading off the turntable required some work due to seasonal earth expansion and contraction causing height differences.

On wednesday 27th October work commenced attaching suitable lengths of 4"x1/2" flat mild steel to the circular turn table concrete and welding to the first leg of the 9 off-roads. It is felt that this will solve the problem.

7 1/4"G RIDING TRUCKS

It has become SASMEE's policy to adopt the steam/hydraulic

system of braking as it has been proven to be very reliable and effective. One SASMEE riding truck was so equipped several years ago albeit with a less than adequate system. As several members have now adopted this system of braking it was felt that at least two more vehicles should be equipped to meet the estimated demand. This method of braking needs to be of a high standard such as that used on Bob Nash's and Barry Dunstan's trains.

Accordingly the work was subcontracted and put out to Andrew Mathews [Roseworthy Club] who along with their Gary Brown are experts in this particular field having produced some 20 sets of bogies with steam/hydraulic braking.

The brakes on the club bogies were completed on 3/11/04 and tested on Sunday 7/11/04. The test run of the two vehicles was behind "Dolgoch" at 10kph and at the test point, with boiler pressure at 100psi and a load of six heavy adults, a full brake was applied bringing the consist to a halt in less than a train length.

The rule of thumb for this test is one and a half train lengths, so the test was considered a resounding success. There appears to be no reason why vehicles with this type of system cannot be operated by compressed air.

Other forms of braking are also successful, steam/hydraulic is just one of many options.

SPRING RUNNING NOVEMBER 2004

The Sunday PDF on 7th November followed a drenching beginning of the month with some 50mm of rain in the first week, equal to the rainfall for the whole month. The day was a cool 19 degrees with a crowd that included six birthday parties. There was no lack of power with some 12 locos turning up and perhaps this compensated for the poor condition of the boat pond which is again causing a problem with algae.

SASMEE PARK 5"6

Simon Lindsey and Michael Tingay handled the station, the

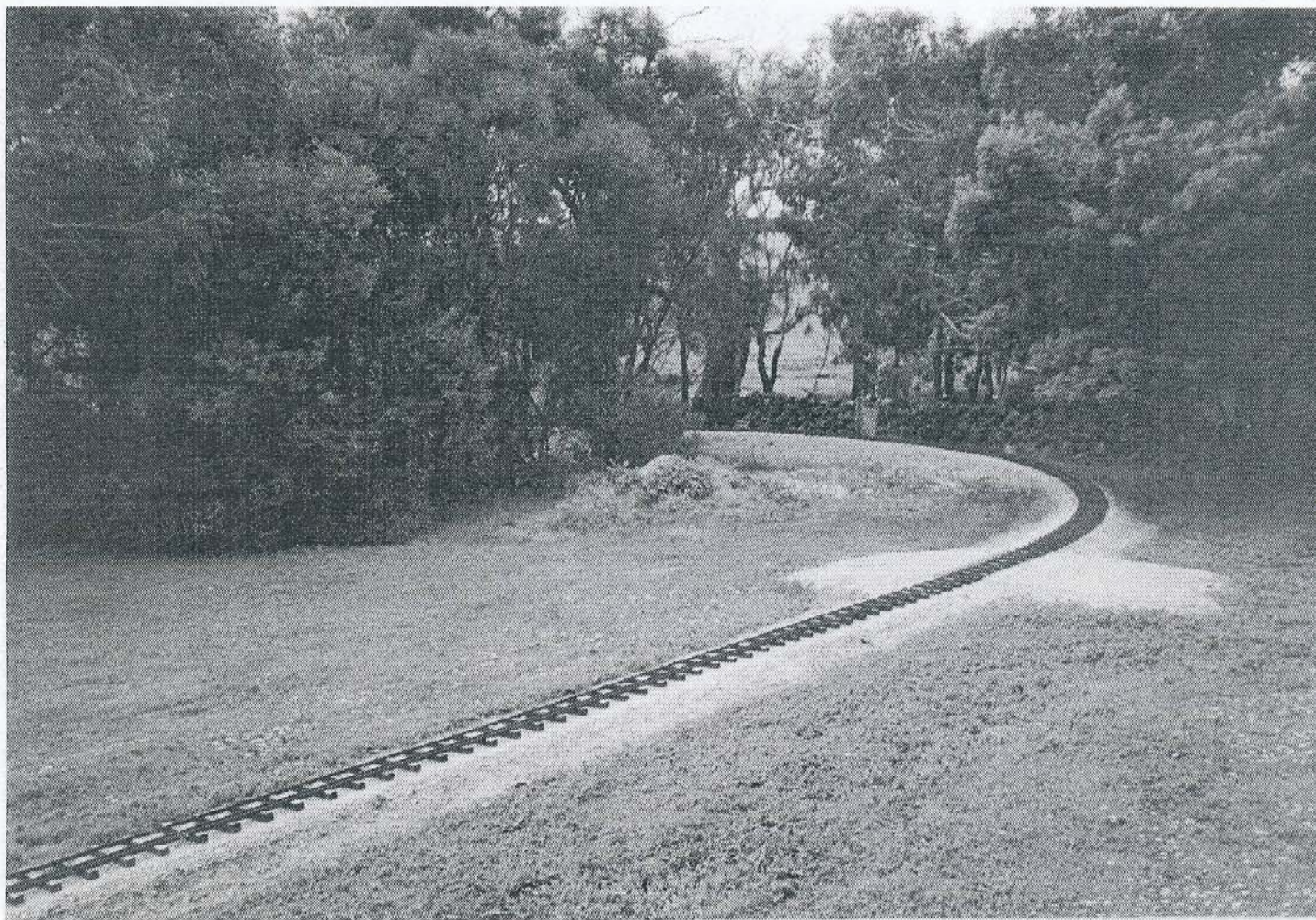


Photo 1

Photo 2

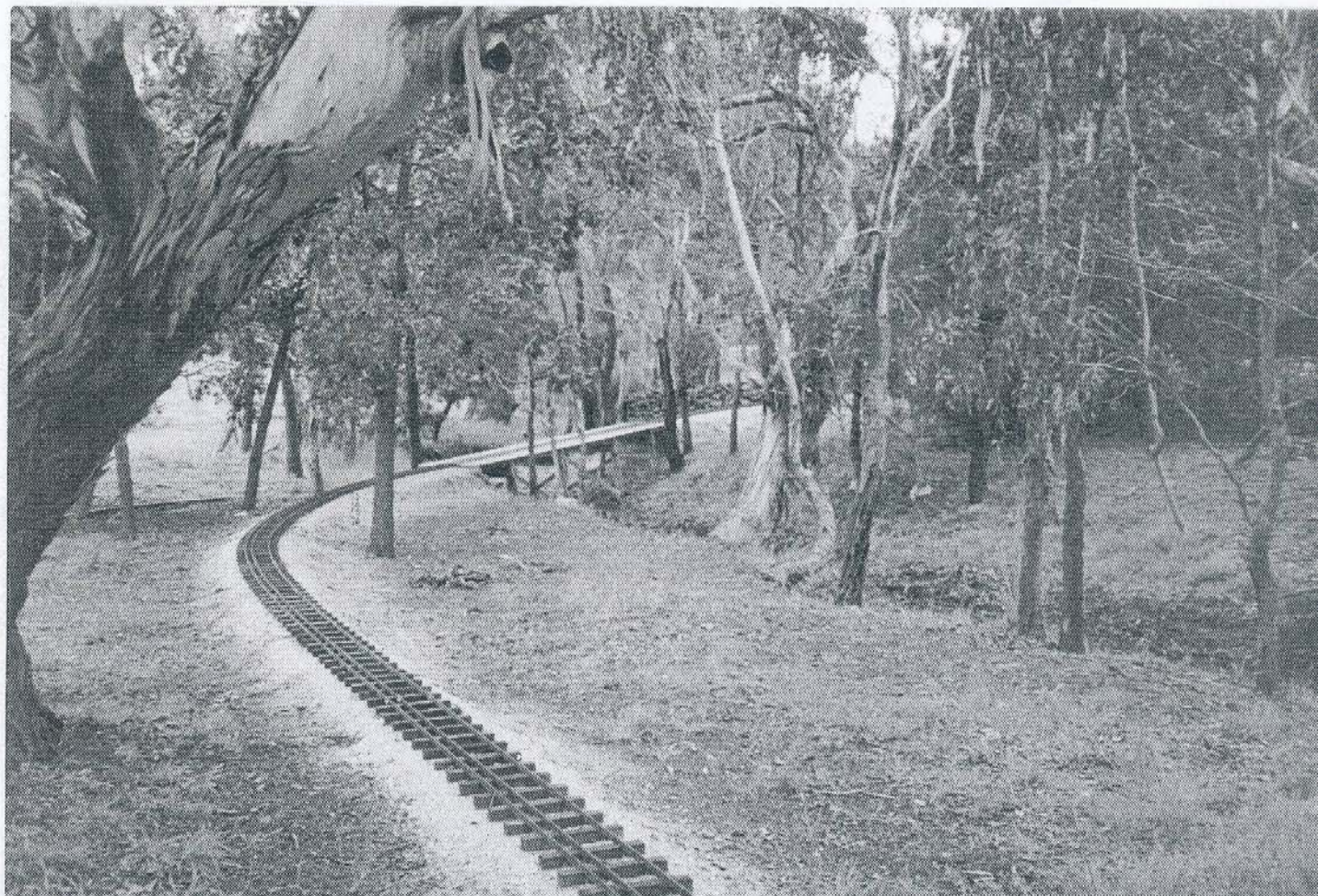




Photo 3

Photo 4



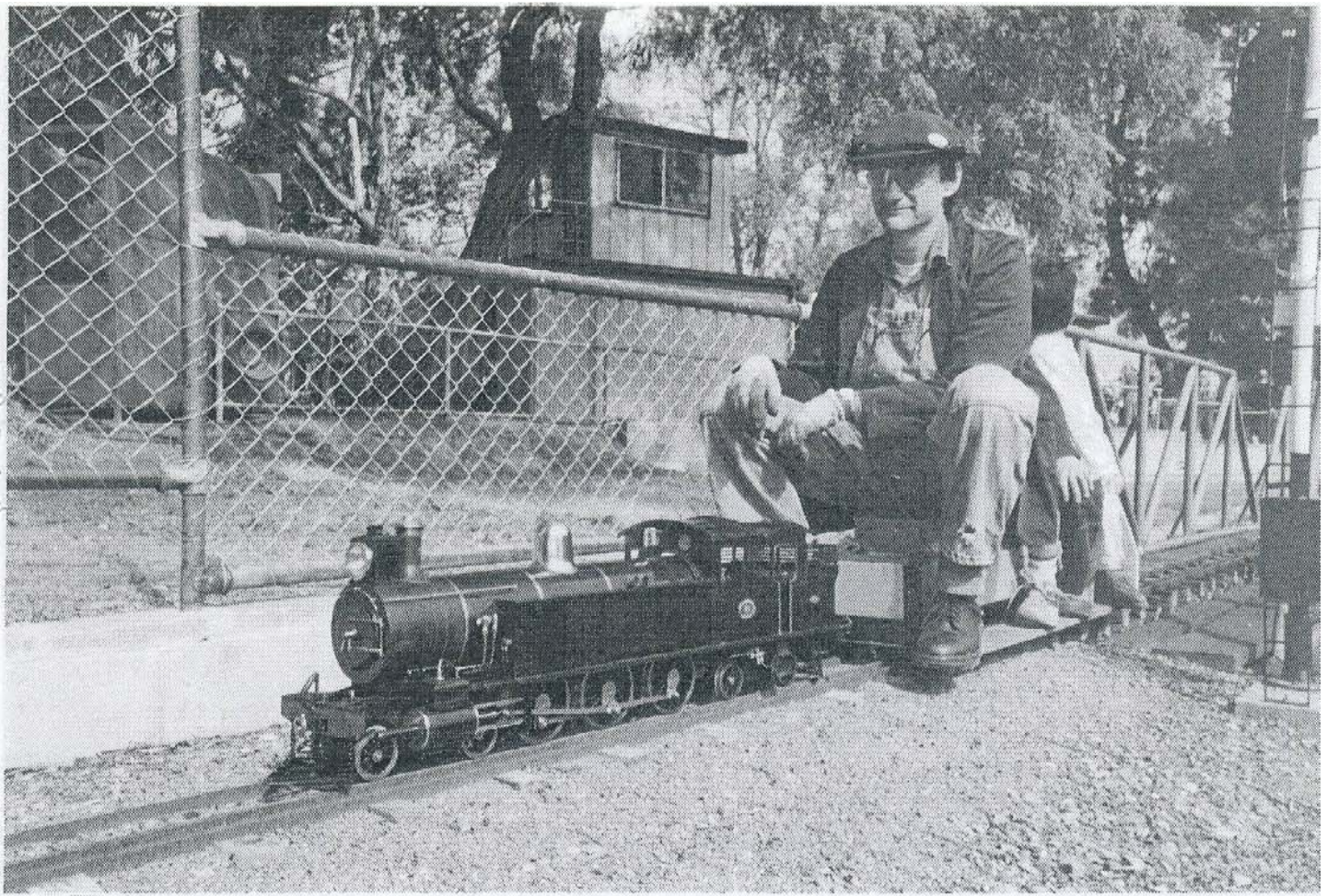


Photo 5

Photo 6

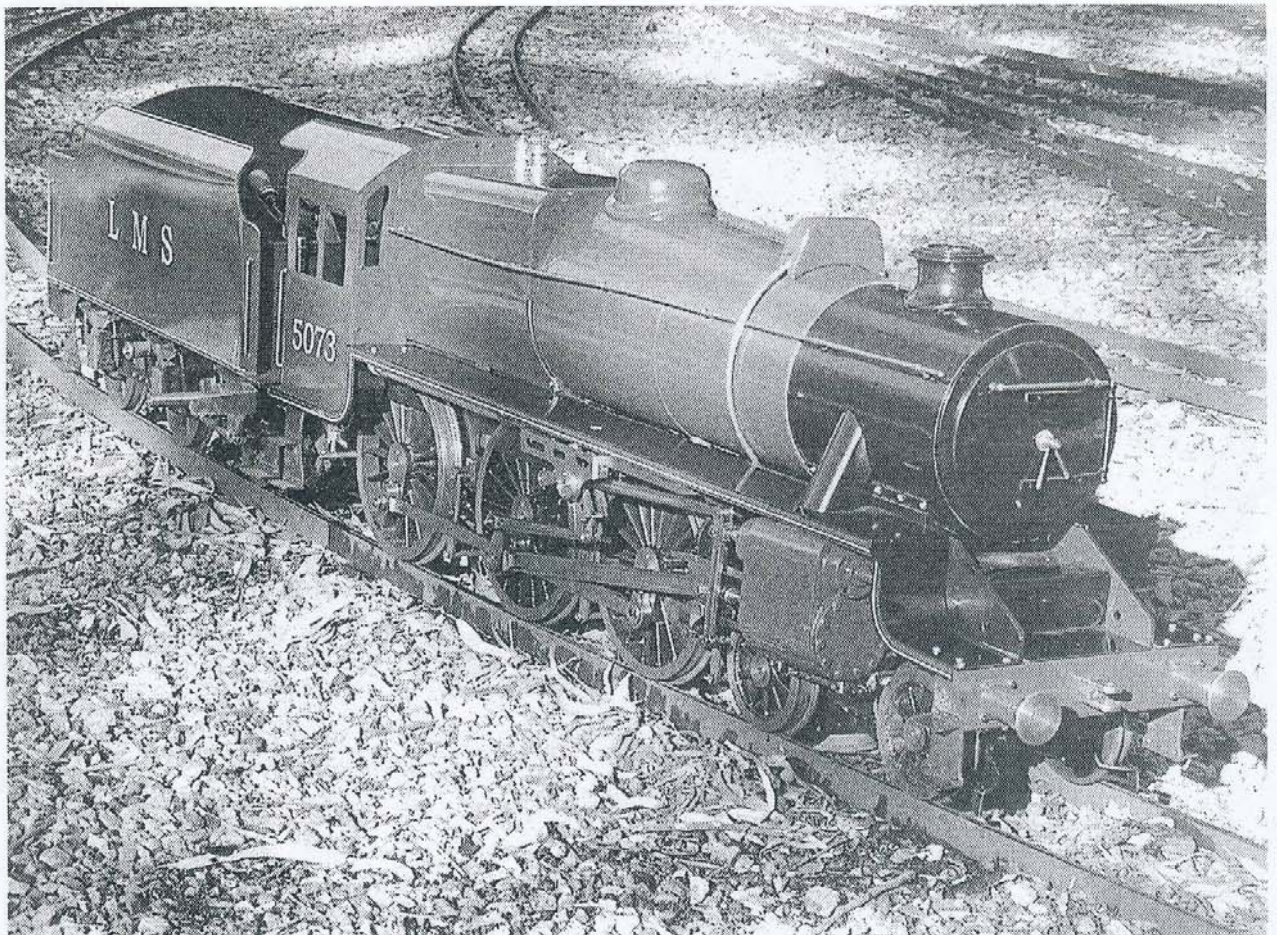
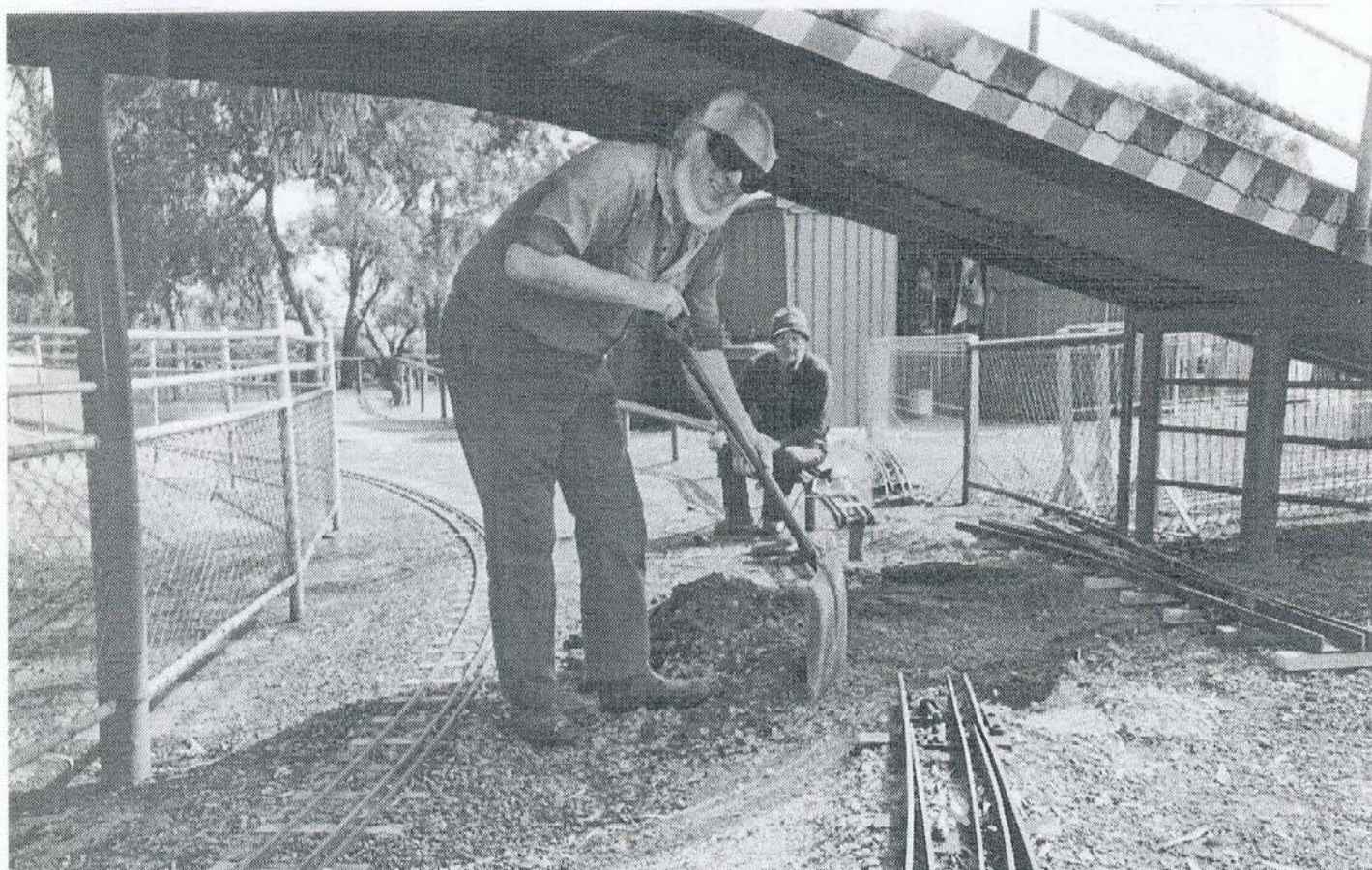




Photo 7

Photo 8



following locos were dispatched:-

Black Five

Nigel Gresley

Kitson Meyer

Steeplecab Electric

SAR 930 Class D/E

Alan Wallace

continued next page

Brian Homann

Graeme Driscoll

Ian Clark

David Hawkins

MILLSWOOD STATION 7 1/4"6

Alan Brabham and Alex Mitropoulos were kept very busy loading and dispatching the following locos:-

Koppel

Dolgoch

WAGR "B" class Karalee

Black Five

Jens

Jinty

SAR "V" class

Glen Templeman

Craig Dunstan

Les Smith

Rodney Harris

Bill Coles

Len Redway

John Daly

LOCO SALES

Another locomotive has changed hands and has found a home at SASMEE. Rodney Harris is now the proud owner of a superb 7 1/4"g Black Five, purchased from Brian Oldfield.

The loco is believed to have been built by the late Jack Newcombe and completely restored to pristine condition by Brian.

XMAS BBQ

Members are reminded that in keeping with SASMEE tradition there is no PFD on the 3rd Saturday in December, as this is our own day for celebrations. It is the BBQ tea, free to members. Please bring your own eating utensils and chairs. If you have not done so please put your name on the list if intend coming so that we can cater accordingly. The meal will consist of mouth watering snags and patties, bread, salads followed up by fruit salad and ice cream. Drinks, tea and coffee will be supplied.

As usual some members will run trains for the benefit of the children and will continue into the night. Thus appropriate loco lighting will be required. [continued next page]

Please remember to bring a jacket as this time of the year can still produce a cool night.

Last year the grounds were not vacated until 1-45am the following day!

RAIN GUTTERS.

The rain gutters on the steam engine shed have been in poor condition for some time necessitating purchase of new material this time in color bond, Heritage Green.

Boilerhouse stalwart Ralph Ollerenshaw has volunteered to remove the old and replace with the new. Many thanks Ralph.

FRONT GATES

The large entry gates to SASMEE property painted Royal Blue with Yellow lettering are showing some corrosion, and accordingly work's supervisor John Lewis rosters one of the Wednesday workers to gradually clean up the gates for a repaint.

BOILER TESTING

The Penfield Model Engineers are without a boiler inspector and to this end call upon SASMEE to help out. Penfield Secretary Lyn Venning operates a 7 1/4" g loco with a steel boiler which required certification. Following recommendations from Bill Coles, Lyn carried out certain modifications which allowed successful testing to take place. No doubt Lyn will be anxious to get the loco back together again after being out of service for some two years.

SOME SASMEE HISTORY

July 1976

General meeting elected Glen Templeman to membership.

October 1976

General meeting elected Bert Francis to membership.

December 1985

SASMEE purchased 1 - 2t char from Aust-Char, Victoria for \$262 delivered to Barry Dunstan's work at Pt Adelaide. Conveyed from there to the club via Glen Templeman's tandem trailer.

RAILWAY QUIZ

Q. What is the "RED DEVIL" ?

Answer in next Bulletin

ANSWER TO QUIZ ---- Last Bulletin.

Q. What was the railway gauge of 4' 8 1/2" [standard] conceived from ?.

A. Some sources say that in the days of Roman Chariots the distance between the furrows left by the wheels measured 4' 8 1/2". This becoming a standard measurement thus allowing all chariots to negotiate the tracks made by the wheels.

ALLAN WALLACE'S "BLACK FIVE"

ARTICLE BY ALLAN WALLACE

The Black Fives were the most numerous, and probably the most successful steam locomotives used in the United Kingdom. Nearly 900 of them were built starting in 1934, and they remained in service until the very end of the steam era. Several are still operated by preservation societies. They were designed by Sir William Stanier when he was Chief Mechanical Engineer for the London, Midland and Scotland railway and were most successful because they were suitable for both passenger and freight work, were reliable and easy to maintain, and could work over most lines in Britain. They had a Class 5 power rating and

were generally {not always!} painted black, hence they became known as Black Fives.

I liked Black Fives from the moment I first saw the plans for LBSC's 3 1/2" gauge "Doris" in a Model Engineer magazine. I was eighteen at the time. The appeal to me was the elegant look of the tapered boiler, the gently-slanted cylinders, high straight running boards, the attractive motionwork and the use of piston valves. It took 10 years to build Doris and she is still hauling passengers on SASMEE field days. Martin Evans designed this Black Five for 7 1/4" gauge, calling her "Highlander", and a number of these engines are around Australia. I used a design for 5" gauge drawn by Don Young, but I borrowed many ideas from Doris so that, with the benefit of better equipment and more experience, Black Five was built in 3 years.

The tender was built first, with an all-brass body, working leaf springs, ball bearings and a foot brake. Next came the boiler, which is in copper. The firebox is narrow but deep and long, without a combustion chamber, and to make it really interesting, every surface is tapered. The maximum possible superheated is fitted, with four long stainless steel coaxial radiant elements. Feedwater comes from one axle pump and one injector. There is a tender hand pump but I consider that it's redundant.

The cylinders are 41mm x 65mm [1.625"bore x 2.5"stroke], in bronze, with plain stainless steel piston valve bobbins and Teflon ring seals in the main pistons. Lubrication comes from an LBSC-style oscillating pump. Coil springs rather than leaf springs were used throughout the engine, to minimise friction in the suspension. The main axles are plain shafting steel running inside needle roller bearings, carrying 6" diameter drivers. The engine weighs 130 kg in running condition.

All brass work was sand blasted and etch primed before spraying

with a commercial enamel [Haymes] that was specially tinted by a helpful paint shop. The letters were computer cut and the lining done in enamel paint with an old fashioned draughtman's pen. I made the builder's plates myself with the ferric chloride etching process.

I thank the many fellow model engineers who shared their knowledge, experience and tools with me. The project has provided about 1000 hours of pleasure in the workshop and I expect that there will be many thousands of hours and kilometers to come yet!

SHOW OF WORK NOVEMBER 2004

article by Bill Coles to whom all corrections should be addressed.

Our annual show of work is always an interesting event, not only from the number of members attending but also the quantity and quality of workshop projects that are displayed. This year was no exception. What follows is a brief summary of what was laid out for all to see and discuss.

Bob Nash is building a 2-8-4 Berkshire in 71/4" g. We could not but be impressed with the size, detail and workmanship of the main cylinder assembly, the fabrication of the trailing bogie and a main driving wheel pattern with lift out wheel weight inserts.

Graeme Driscoll had his recently finished gas fired test boiler set up to enable injectors to be tested. The wooden lagging gave an authentic look to this project.

Alex Mitropoulos featured a slotting attachment suitable for mounting on his large center lathe. A precision job, machined from Alex's own pattern and cast in a local Brompton foundry.

Ian Clark had brought along a partially finished set of bogies for his "Reno". Upon completion they will allow Driving to take place whilst sitting on the tender. These bogies are built to last!

John Levers displayed his 12" to the foot vertical twin steam launch engine. 2" bore by 3" stroke this engine will replace an existing single cylinder steam engine in his 15 foot river launch "WOMBAT". Finished in red with stainless steel fittings it is a top class item of machinery.

Ron Christie has produced a 3" bore by 3" stroke single cylinder vertical steam engine. Use has been made of steel for load bearing components while an alloy casting has been machined up for the cylinder block. The end result is a robust but clean lined fit for work item. One can appreciate this item being unpainted.

Ralph Byles had laid out the components for his 3" scale Alchin. The steel boiler has been prepared ready for welding, so one can appreciate the effort that has gone into this item. A selection of fine castings were also on display which I believe came from a foundry at Callington. Watch this one next November!

Barry Dunstan brought along an in-work "Flairmont" Inspection Car. In 7 1/4" g motive power is by a yet to be coupled up [chains & sprockets] 43cc two stroke motor [motor power for skate boards!] rated at 1.5hp. Framing is tubular and fabrication was neat and tidy. This unit collected a crowd owing to the fact it was a bit different, which is what we should be about.

Brian Homann`s 5" g SAR "T" class loco is nearing completion. The unit is full of detail !. As yet the boiler was unclad with running gear and smoke box painted. Tender is yet to be completed. Although fully scaled this loco is obviously being constructed for hard work. A really fine unit.

Allan Wallace displayed his recently finished "BLACK FIVE" While described in this Bulletin one must see it in the flesh to really appreciate this loco. A first class finish is evident on both the paint work and the metal items. Back head details are in proportion but at the same time practical. Next time you have the chance to see this loco have a close look at the Builders plates. Full marks to Allan on this fine example of workmanship.

Michael Tingay presented a partially completed 5" g riding truck. The design is based on that of Ross Bishop-Wear. This unit

fully braked . A very neat and tidy unit. Michael should be pleased with progress to date.

Bill Coles is still making bits and pieces for his BR2 9 cylinder radial engine. This show of work item was a 5 piece permanent mould die set for the casting of the oilpump in alloy. Unit showed a degree of complex machining which will allow the casting to be removed from the die set. [Thats the plan anyway!]

PHOTO GALLERY

Photo 1 View of portion of Jim Campaign` s 550feet dual gauge [7 1/4"& 5"] track at his farm.

Photo 2 Another view of Jim` s track showing 1 of 2 timber bridges across a creek.

Photos 1& 2 by Jim Campaign.

Photo 3 Rod Harris & his "Black Five" 7 1/4" g hauling a full load on PFD 7/11/04.

Photo 4 Steam house staff Bob, Ralph and Colin having just raised steam on PFD 18/9/04

Photo 5 David Naeser proudly driving his 3 1/2" g SAR "F" class 4-6-4 on PFD 18/9/04 [South African Railway engine]

Photo 6 Allan Wallace` s Black Five poses with rods Down.

Photo 7 Unaware of the photographer Alex Metropoulos is carrying out some maintainance on the girder bridge.

Photo 8 Brian Homann & Lindsay Hope prepare the trackbed to take the points, pictured, for the new refuge siding.

Photo 9 Graham Richards fears no heights whilst painting the black portion of the Ex SAR signal.

Photos 3, 4, 5, 7, 8 & 9 by Barry Dunstan.

Photo No 6 by Allan Wallace.

OTHER THINGS ----- The Editor

A tool sharpening/refurbishment service is available that covers milling cutters of all types, drills, taps and dies and "special cutters" including circular saw blades for wood. Grinding of both high speed and carbide can be undertaken. Costs are most reasonable For further information contact Bill Coles.

FOR SALE. A boxed 2" - 6" outside micrometer by Moore & Wright. Is in good workshop condition and contains a full set of length setting bars and setting spanners. For further information contact Bill Coles.

SASMEE WORKSHOP PROJECTS.

There are a number of working drawings and handy charts that are housed in the SASMEE library. These detailed sheets were the work of the late Hugh Whisson. They are on A4 size paper and are available from the librarians for the cost of copying. Some of the projects run into 7 sheets. For information the projects available are:-

Sensitive drilling attachment.

Sensitive drilling attachment ----- hand feed.

Protractor dividing attachment.

Set of trammel heads.

Slotting attachment.

Tailstock die holder.

Milling and drilling attachment.

Hand held adjustable hone, 0.375" to 1.000"

Adjustable boring head.

Boring tool holder.

Charts available are:-

Morse tapers.

B.A.thread / drilling & tapping sizes.

Jacob tapers.

Sel--lock pin sizes.

Boiler Certification

To ensure a timely boiler certification those members effected are urged to speak to there boiler inspector at least 1 month in advance of their required test to arrange an agreed date and extent of testing required. Hydro testing is not convenient on PFD`s. unless by agreement. Accum. testing can be on PFD`s. Pressure test equipment is 3/8" x26tpi.

Always have your certificate in your tool box, you can be asked for it at any time..

Photo 9



S. A. S. M. .E. E. OFFICE BEARERS
2003----- 2004

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ALAN SAMBROOKS 8322 7927
ALEX MITROPOULOS 8339 4974
MICHAEL TINGAY

AUDITORS: JOHN DAVEY
GRAHAM GAETJENS

LIBRARIANS: JOHN DAVEY
BILL COLES

BOILER INSPECTORS: ALAN BRABHAM 8362 1279
JOHN GORDON 8398 2035
BILL COLES 8296 2167
JOHN LEVERS

CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE

CANTEEN ROSTER: JEAN CLARK 8293 6537

VICE PATRON: His Worship the MAYOR of the City of
Unley, Michael Keenan.

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